

31 July 1995

Operations



SUPPORT OF ALERT FORCES

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This instruction applies to 940 ARW SIOP alert sorties with a nuclear alert commitment, as well as agencies supporting that commitment. It contains basic information necessary to attain and maintain nuclear alert forces.

SUMMARY OF REVISIONS

Changes reflect the deactivation of SAC and the activation of AMC, ACC and USSTRATCOM. Transfer of responsibility to McClellan AFB, CA required greater coordination for the compilation of this plan. Additionally, many tasked agencies are experiencing real time Shortfalls and LIMFACS due to the change in command structure. Tasked agencies should review the entire document and make note of any changes or inputs affecting your function prior to the next revision. Critical items in need of immediate attention can be addressed to 940 ARW/XPS. These concerns will become agenda items for the 940 ARW SIOP Working Group.

Chapter 1—ADMINISTRATION	5
1.1. Concept.	5
1.2. Explanation of Terms:	5
1.3. References:	6
Chapter 2—PERSONNEL	8
2.1. Crew Control:	8
2.2. Qualification/Initial Checkout:	8
2.3. Orientation of New Crewmembers.	9
2.4. Alert Uniforms.	9
2.5. Alert Routes.	9
2.6. Freedom of Movement While on Alert.	10

2.7. Crew Substitution.	11
2.8. Billeting.	11
2.9. Messing Procedures.	12
2.10. Chapel Services.	12
2.11. Personnel Services.	12
Chapter 3— ALERT FACILITY/AREA STAFF	13
3.1. Key Personnel:	13
3.2. Organization and Specific Duties.	13
Chapter 4— OPERATIONS	15
4.1. USSTRATCOM Alert.	15
4.2. Aircrew Changeover.	15
4.3. Daily Briefings.	16
4.4. Aircraft Changeover.	17
4.5. Aircraft Status.	18
4.6. Crew Alert Response.	19
4.7. Taxi Procedures/Shutdown Procedures.	20
4.8. Launch Interval.	21
4.9. Downwind Takeoff.	21
4.10. Marginal Weather.	21
4.11. Emergency Evacuation.	21
4.12. Emergency Air Refueling.	22
4.13. Emergency Fuel Dump.	22
4.14. Fire/Disaster Response.	22
4.15. Alert Exercises.	22
4.16. Exercise Reporting.	24
4.17. Flag Operations.	24
Chapter 5— TRANSPORTATION	25
5.1. Vehicle Assignment/Control.	25
5.2. Routes.	25
5.3. Maintenance and Care.	25
5.4. Parking.	25

940ARWI10-4501 31 July 1995	3
5.5. 940 ARW Alert Vehicles.	25
Chapter 6—MEDICAL SERVICES	26
6.1. Medical.	26
6.2. Dental:	26
Chapter 7—PLANS	27
7.1. Issue of Combat Mission Folders (CMF).	27
Chapter 8—SECURITY	28
8.1. Tanker Alert area (TAA) and Billets.	28
8.2. Entry Control Procedures for TAA.	28
8.3. Entry Control Procedures for Alert Billets.	28
8.4. Quick Access Numbers.	28
8.5. Duress Code Words.	28
8.6. Aircraft Access Lists.	28
8.7. Security Changes.	28
Chapter 9— COMMUNICATIONS	29
9.1. Klaxon System and Testing.	29
9.2. Aircraft Radio Communications.	29
9.3. Communications Responsibilities.	29
9.4. Communication Failure.	30
9.5. Crew Hand-Held Radio Receivers (LMR/TAAN).	30
9.6. Command Post Radio Procedures.	30
9.7. Loss of Telephone Communications.	30
Chapter 10— MAINTENANCE	31
10.1. Organization.	31
10.2. Major Maintenance.	31
10.3. Minor Maintenance.	31
10.4. Fuel Configurations.	31
10.5. Aircraft Configurations.	31
10.6. Quickstart Procedures.	31
10.7. Ground Power Equipment.	32

4

940ARWI10-4501 31 July 1995

10.8. Tire Rotation.	32
10.9. Emergency Procedures in the Alert Area:	32
Chapter 11—LOSS OF COMMERCIAL POWER	34
11.1. Loss of Power to Alert Facility/Area.	34

Chapter 1

ADMINISTRATION

1.1. Concept. This regulation provides guidance in adapting Multi-Command Regulations to local conditions assuring that alert aircraft and crews are in a constant state of readiness and capable of immediate response. Due to the many changes in the world political situation, command structure, and the move of the 940th to temporary quarters at McClellan AFB, there is a great need for this plan to be flexible through a wide range of possible circumstances. Therefore, there are many items, procedures, and locations discussed here that may or may not exist during an actual generation. For instance, the Klaxon system has not been activated at McClellan AFB as of this writing. Exercises may or may not be conducted if we generate for real world situations. This plan is designed to be used where applicable, and bypassed where not applicable. Crews and staff will be thoroughly briefed when needed as to the pertinence of items in each section.

1.2. Explanation of Terms:

1.2.1. Alert Force. Combat crews and combat configured aircraft capable of as soon as possible (ASAP) launch within the positive control system.

1.2.2. Alert Crew Checklists. Checklists and instructions published in applicable flight manuals for alert operations.

1.2.3. Approved Combat Crew Response Routes. Designated streets on the base that have alert route lights or signs indicating "Alert Crew Response Route".

1.2.4. Security Police Control Center (SPCC). Security Police Control Center assures protection of USSTRATCOM combat forces and related priority areas against physical ground threats or clandestine activities.

1.2.5. Cocked Aircraft. A combat configured aircraft preflighted and declared "COCKED" by the mission-ready crew commander; all required alert checklist items have been accomplished; and, all required SIOP mission materials are on board.

1.2.6. Combat Configured Aircraft. An operationally ready aircraft that has been SIOP serviced and configured, and which has been completely preflighted.

1.2.7. Command Post (CP). The 940th ARW command and control agency responsible for day-to-day communication between the Alert Force and the Alert Force Commander.

1.2.8. Downloaded Aircraft. A previously loaded alert or non-alert aircraft, from which all classified mission materials have been removed.

1.2.9. Family Visitation Center. Area or building where Alert Personnel can receive visitors.

1.2.10. Fast Ride Vehicle. Vehicles assigned to alert/launch crews for transportation during alert duty.

1.2.11. Launch Crews. Those ground maintenance personnel assigned to the alert force to assist in launching aircraft.

- 1.2.12. Launch Able Aircraft. A previously “COCKED” aircraft capable of meeting alert launch timing, but in an intermediate condition between “COCKED” and “UNCOCKED” while undergoing maintenance or refueling. The aircraft is not reported as uncocked when it is Launch Able.
- 1.2.13. Loaded. An alert or non-alert aircraft that has classified materials on board.
- 1.2.14. Maintenance Ready. A non-alert aircraft that is ready to accept loading and/or aircraft pre-flight.
- 1.2.15. Mass Parking Area (MPA). Parking area referred to as Mat Uniform normally used for 940th ARW tankers. This area will normally be upgraded for SIOP Alert Aircraft and generation.
- 1.2.16. Non-Optimum Launch. Actual launch requiring KC-135E aircraft to launch using Runway 34.
- 1.2.17. Optimum Launch. Simulated/Actual launches requiring KC-135E aircraft to launch using Runway 16.
- 1.2.18. Pre-generated Aircraft. An aircraft that has been generated for alert but has not been directed to “COCK ON”, or has been generated for a degraded alert sortie. The aircraft is mission capable, but does not have a crew, or mission materials.
- 1.2.19. Split Launch. The ability to alternately launch aircraft on opposite ends of the same runway.
- 1.2.20. Tanker Alert Area(TAA), See MPA. This area is presently not alarmed but will be patrolled by the Security Police as per Chapter 8 (Security) this plan.
- 1.2.21. Uncocked Aircraft. A previously cocked aircraft that is subsequently relieved from alert sortie commitment by a scheduled replacement, or is unable to fulfill that commitment for operational or maintenance reasons.

1.3. References:

- 1.3.1. (U) AFI 37-131, *Air Force Freedom of Information Act Program*.
- 1.3.2. (U) AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*.
- 1.3.3. (U) AFR 31-209, *The Installation and Resources Protection Program (FOUO)*.
- 1.3.4. (C) AFR 31-101 Vol. I, *The Air Force Physical Security Program* (U).
- 1.3.5. (S) MCR 55-135, Chapter 23, *KC-135 Tactics*(U).
- 1.3.6. (S) AMCI 10-450 Series (U).
- 1.3.7. (U) A MCI 10-450 Vol. 4, *Support of Alert Forces*.
- 1.3.8. (S) SD 512-2, *Aircrew Recovery, Regeneration and Safe Passage Procedures* (U).
- 1.3.9. (S) EAP-STRAT, Vol. 4, *Command Post Emergency Action Procedures* (U).
- 1.3.10. (S) EAP-STRAT, Vol. 5, *Aircrew Emergency Action Procedures* (U).
- 1.3.11. (TS) EAP-STRAT, Vol. 6, *Aircrew Emergency Action Instructions for Combat Crew Checklists* (U).
- 1.3.12. (U) MCR 51-135 Ch. 26, *Aircraft Configuration*.
- 1.3.13. (S) SD 8044-FY (U).

- 1.3.14. (U) 940 ARW Supplement to SD 8044-FY.
- 1.3.15. (S) 940 ARW Supplement Annex Y to SD 8044-FY (U).
- 1.3.16. (U) McClellan AFB OPLAN 31-101.

Chapter 2

PERSONNEL

2.1. Crew Control:

2.1.1. The 940 ARW Commander is the McClellan AFB Alert Force Commander and as such retains command responsibility of 940 ARW Alert Force when generated. He is responsible for the day-to-day operation and capabilities of the alert force; and, provides on-scene monitoring of all alert exercises and real world operations. He also provides KC-135E mission-ready aircrews and aircraft for USSTRATCOM SIOP Alert as directed by the Joint Chiefs of Staff (JCS), and assures their continuous support. The 940 ARW Commander delegates authority to the 940 Operations Group Commander (940 OG/CC) and the Logistics Group Commander (940 LG/CC) for their respective areas of interest. During duty hours (0700 - 1600, M-F), the 940 ARW Commander or his designated representative will be in communication with the CP via telephone or 2-way FM radio (brick). After duty hours and weekends, he will remain in communications with the CP via pager, telephone and cellular telephone.

2.1.2. 940 OG/CC is responsible for Alert Facility/area management at McClellan AFB. The designated (WHEN NEEDED) Chief, Alert Facility Management Division will act as liaison with unit operations and support functions on all matters pertaining to his assigned staff, facilities and equipment. Direct coordination with 940 ARW, 77 SPTG and McClellan Base support agencies is required and authorized. The 940 OG/CC is responsible for the management of alert facilities, supervising alert force operations, and coordinating activities in support of the alert force.

2.1.3. This Regulation applies to all crew members on USSTRATCOM alert at McClellan AFB.

2.1.4. Operations Plans SIOP , (940 XPS) is responsible for developing sound operational concepts for the employment of the alert force.

2.1.5. 314 ARS/DO and 940 OSF/OST are responsible for preparing alert crew schedules. They will ensure assigned alert crews are combat ready. Alert Facility/Area Manager will type EAL's for generated sorties and place them in distribution for timely posting to the SPs, CP and XPS.

2.1.6. The 940 ARW Command Post will be responsible for day-to-day communications between the Alert Force Commander, the Alert Crews, maintenance, and Alert Force Management. It will also serve as a command post for communications with AMC, USSTRATCOM and/or JCS.

2.1.7. Combat Crew Communications will issue essential cryptographic materials and required FLIP publications to their alert crews. In the event there is an emergency supersession, the 940th Combat Crew Comm will issue documents to alert crews.

2.1.8. Unit Plans Division is responsible for maintenance of mission folders for their respective alert sorties.

2.1.9. 77 SPS and the Chief, Alert Management Division are responsible for the security of the alert force and will coordinate to ensure all procedures comply with current directives.

2.2. Qualification/Initial Checkout:

2.2.1. Operations Plans (XP) is responsible to ensure crew members are properly trained and certified on the unit SIOP mission prior to being assigned alert duties, as required by AMCI 10-450, Vol. 2.

2.2.2. The 314 ARS will ensure crewmembers are mission ready/mission capable and current in all readiness and currency events prior to alert duties. This includes assuring SIOP study requirements have been met according to AMCI 10-450, Vol. 2.

2.2.3. Ground crews serving on alert must, as a minimum, be assistant crew chief qualified. SRF sorties will require TWO crew chiefs to be assigned as an integral part of the flying crew.

2.3. Orientation of New Crewmembers. 314 ARS/CC will ensure that prior to initial certification, all newly assigned crewmembers study and become completely familiar with the contents of this plan. In addition, all new crewmembers will receive an alert orientation prior to performing alert duty. Unit/LG will ensure that all maintenance personnel receive this training prior to performing alert duties. This orientation will cover all local conditions affecting alert crews at McClellan, and will include, but not be restricted to:

2.3.1. A tour of all alert routes, including response routing from all base locations.

2.3.2. Alert notification devices locations.

2.3.3. Alert area security practices and requirements.

2.3.4. Crewmember responsibilities during an alert response, to include parking location of vehicles, engine cover location after removal, and recovery procedures.

2.3.5. Alert Facility/area procedures.

2.4. Alert Uniforms. Alert aircraft commanders will ensure that crewmembers maintain proper military appearance at all times, and wear only uniforms outlined in AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*, while performing crew duties.

2.4.1. Aircrews are authorized to wear low quarter shoes while performing alert duty, provided their flight boots are worn/immediately available when at their aircraft crew duty station.

2.4.2. Athletic clothing may be worn when actively engaged in, and traveling directly to and from athletic activities. Appropriate flight clothing and equipment must be worn/immediately available when at their aircraft crew duty station.

2.5. Alert Routes. Alert routes are considered to be the optimal shortest direction for alert crewmembers to use for responses. The main alert route is considered to be the one from the Billeting Area to Mat "U". For purposes of this regulation, the Alert Facility can be one of four buildings: Bldgs. 87, 89, 90 or 944.

2.5.1. Alert Facility to Mat "U": Proceed North along Arnold Avenue. Proceed West along James Way to Mat Uniform, entering TAA at the Entry Control Point (ECP).

2.5.2. Dining Facility (Bldg. 1401): Proceed West along James Way (main route) to Mat Uniform, entering TAA at the ECP.

2.5.3. Base Exchange (Bldg. 911): Proceed North along Dudley Blvd. to James Way. Proceed West along James Way (main route) to Mat "U", entering TAA at the ECP.

2.5.4. Flight Surgeon's Office (Bldg. 98): Proceed North along Dudley Blvd. to James Way. Proceed West along James Way (main route to Mat "U", entering TAA at the ECP.

2.5.5. Officers' Club (Bldg. 150): Proceed North along Arnold Avenue (main route); West onto James Way to Mat "U", entering TAA at the Entry Control Point (ECP).

2.5.6. NCO Club (Bldg. 1425): Proceed South along Dudley Blvd. to James Way. Proceed West along James Way (main route) to Mat "U", entering TAA at the ECP.

2.5.7. Base Gym (Bldg. 1438): Proceed South along Dudley Blvd. to James Way. Proceed West along James Way (main route) to Mat "U", entering TAA at the ECP.

2.5.8. 940 ARW HQ (Bldg. 922): Proceed West to Arnold Avenue. Proceed North along Arnold Avenue. Proceed West along James Way to Mat "U", entering TAA at the ECP.

2.6. Freedom of Movement While on Alert. This paragraph applies to all alert crewmembers (air and ground). Strict adherence to the following procedures will assure required response times are met. Reliance must never be placed on only one system. There is no substitute for sound judgment. All alert personnel must use good common sense and tailor their actions to the conditions existing at the time. Each person is responsible to respond within required timing parameters. The aircraft commander must ensure that all crewmembers maintain a constant capability to meet timing. Crew integrity during alert tour/exercises should be maintained to the maximum extent possible.

2.6.1. Alert crews will be restricted to the Alert Facility/area when conditions exist that could degrade their ability to respond to alert notifications. When Klaxon malfunctions are identified, marginal weather or power outages are being experienced, or other factors exist, the Alert Facility/Area Controller will, with the CP concurrence, recall all alert personnel to the facility/area.

2.6.2. Crewmembers wishing to visit locations other than those specified in this plan will receive permission through the Senior Ranking Officer (SRO) from the 940 OG/CC. The Alert Facility/Area Controller and the Senior Aircraft Commander will be notified personally by the CP or 940 OG/CC, when permission is granted in these circumstances.

2.6.3. Under no circumstances will alert force personnel consume alcoholic beverages during the eight hour period prior to alert duty, or while performing alert duty. Discretion will be used whenever an alert crewmember is in a location where alcoholic beverages are being consumed so as to not give the impression that they are in any way consuming those beverages.

2.6.4. The concept of freedom of movement depends upon maintaining positive control of crews and launching personnel to assure meeting required reaction time. Alert force personnel shall ensure their ability to maintain communications with the CP/Alert Facility/Area Controller and their ability to properly respond to an alert notification at all times. Should alert personnel have cause to doubt such ability for any reason, they shall immediately return to the Alert Facility/area.

2.6.5. Before alert crewmembers depart the Alert Facility/area, they will adhere to the following procedures:

2.6.5.1. Check that their destination is authorized.

2.6.5.2. Inform the Alert Facility/Area Controller of the destination and ensure they are correctly signed out on the alert controller console.

2.6.5.3. Each crew will be issued a reliable handheld LMR/TAAN radio and will carry it with them at all times.

2.6.5.4. Travel to and from authorized locations must be along designated alert routes.

2.6.5.5. Before departing a location, contact the Alert Facility/Area Controller and advise of the next destination. Sign out to only one location at a time.

2.6.5.6. On arrival at a destination, crewmembers will advise the alert controller of their location, and confirm the proper phone extension. Advise the Alert Facility/Area Controller when moving within the same location, should a new phone extension become more practical for notification.

2.6.5.7. If a Klaxon notification system becomes inoperative, advise the Alert Facility/Area Controller, and return to the Alert Facility/area, or arrange to depart for a new location with an operable Klaxon system. When a Klaxon is reported as inoperative, the Alert Facility/Area Controller will recall all alert personnel from that location.

2.6.5.8. If crews are recalled by the Alert Facility/Area Controller for any reason other than a Klaxon notification or report to aircraft, crews will advise the controller that the recall has been received, and they are proceeding as directed prior to departing the location.

2.6.5.9. All crewmembers will have an alert vehicle and LMR/TAAN radio in their possession while away from the Alert Facility/area. Do not drop someone off at one location, then proceed to another location with the intent of picking them up on the way back to the Alert Facility/area.

2.6.5.10. Crewmembers will sign out with the Alert Facility/Area Controller whenever leaving the Alert Facility.

2.7. Crew Substitution. If circumstances arise requiring the immediate substitution of an alert crewmember, the aircraft commander will notify the Alert Facility/Area Controller and the 314ARS/DO. If the crewmember is incapacitated, causing degradation of the alert sortie, the 940 ARW/ CC, OG/CC, and the CP will be advised immediately. The aircraft commander will advise the Alert Facility/Area Controller of any change of personnel actually performing alert duty, regardless of the duration.

2.8. Billeting. Alert crews will be normally be housed in Bldg. 89. During actual or generated force operations additional Generated Force Sortie(GFS) crews on alert at McClellan AFB will be billeted on-base in Bldgs. 87, 89, 90 or 944.

2.8.1. Room assignments will be generated and coordinated by the Alert Force Manager or his representatives with 77 ABW/SVMH Lodging Manager. Any changes in room arrangements will be approved by the Alert Facility/Area Manager or Alert Facility/Area Controller, and coordinated with the Lodging Manager.

2.8.2. Alert quarters will be maintained in a clean, neat and orderly manner. Full cooperation of all Alert Force personnel is required to maintain a state of cleanliness. NOTE: Non-Alert personnel are not authorized in the sleeping quarters area.

2.8.3. Under Generated Force conditions, the Chief Alert Management Division (CAMD), will determine room assignments and arrangements. These actions will be coordinated with the lodging personnel.

2.8.4. Under no circumstances will Alert Force personnel sleep overnight in any facility/area other than assigned alert quarters.

2.8.5. Recommendations for improvement of the Alert Facility/area and any of the services will be brought to the attention of the Alert Facility Manager or SRO. The Alert Facility Manager or SRO will coordinate these recommendations with the lodging manger. Emergency problems such as

plumbing, heating, air conditioning, etc., will be brought to the Alert Facility/Area Controller immediately. Each crew is provided an Alert Tour Critique Sheet that must be completed at the end of an Alert Tour.

2.8.6. Lodging Office will bill 940 ARW/FM for payment.

2.9. Messing Procedures. All alert crews will dine at the Main Dining Facility. The Chief, Alert Management Division will coordinate this requirement with 77 ABW/SVMF, as soon as possible.

2.10. Chapel Services. Alert personnel may attend scheduled base religious services.

2.11. Personnel Services. Should we assume alert for an extended period of time, a recreational officer will be appointed and it will be his/her responsibility to sign out recreational equipment from the base gym.

Chapter 3

ALERT FACILITY/AREA STAFF

3.1. Key Personnel:

- 3.1.1. Chief, Alert Management Division
- 3.1.2. 314 ARS Director of Operations (DO)
- 3.1.3. Assistant Alert Facility/Area Manager
- 3.1.4. Senior Ranking Officer (SRO)

3.2. Organization and Specific Duties. The Chief, Alert Management Division (CAMD) will be created when needed, and is directly under the 940 OG/CC. CAMD is responsible for the management of alert facilities, supervising alert force operations, and coordinating activities in support of the alert force. The Assistant Alert Facility/Area Manager and Alert Facility/Area Controllers are responsible to the Chief, Alert Management Division.

3.2.1. The Chief, Alert Management Division/Assistant Alert Facility/Area Manager will supervise and manage the day-to-day operations of the alert area, facilities and exercise supervision and control during crew/aircraft changeover. He will act as liaison with unit and base operations and support functions on all matters pertaining to the operation of the alert force area. Authority is granted to coordinate directly with all agencies having a distinct responsibility in support of the alert facility/area. In addition, the Chief, Alert Management will:

3.2.1.1. Assure that the provisions of the Host Tenant Support Agreement are met by the host base. Assure that the 940 ARW/CC or 940 OG/CC is apprised of any deficiencies in these areas.

3.2.1.2. Coordinate all local directives pertaining to alert activities.

3.2.1.3. Coordinate all matters pertaining to security of the alert force/area, and authenticate Tanker Access lists.

3.2.1.4. Coordinate with the Assistant Alert Facility/Area Manager on all aspects of administration and control of the physical plant of the alert facility/area.

3.2.1.5. Certify all Alert Facility/Area Controllers prior to unsupervised duty.

3.2.1.6. Conduct daily alert and assumption of alert briefings, except weekends and holidays.

3.2.2. Monitors the condition and operation of the alert facility/area.

3.2.2.1. Assures alert aircraft Tanker Access Lists are properly prepared; signed prior to aircraft changeover; and delivered to the Security Police Element Leader. Advises the security police when new access lists are in effect.

3.2.2.2. Monitor custodial personnel for adequacy of tasks and contract compliance.

3.2.2.3. Develop and maintain alert facility/area operating instructions.

3.2.2.4. Monitor the status of crews and aircraft on alert.

3.2.2.5. Take timely action on all items that affect the health and well-being of aircrews and maintenance personnel.

3.2.2.6. Ensure recreational equipment and services provided for the alert force are the best available. Issue and store equipment.

3.2.2.7. Coordinate with the Senior Controller to develop and maintain Alert Facility/Area Controller quick-reaction checklists.

3.2.3. The Alert Facility/Area Controller will maintain a communication center for the alert facility/area and ensure continuous 24-hour, seven day service.

3.2.3.1. Maintain a location and status board for alert aircraft and crews.

3.2.3.2. Ensure alert force crewmembers respond to an alert by checking the locations noted on the status board, and by physically checking the entire alert facility/area. Ensure family members visiting the alert facility/area are present, and remain in the TV room until sponsoring crewmembers return.

3.2.3.3. Secure all classified material left unattended during alert force exercises.

3.2.3.4. Perform administrative duties as required.

3.2.3.5. Maintain an events log to record unusual events, important phone calls, or changes in status. Immediately report any unusual events to the Chief, Alert Management or the SRO.

3.2.3.6. After ASAP launch of alert aircraft, use the Tanker Access List, DD Form 175, **Military Flight Plan** and DD Form 365-4 on file to inform Base Operations to assist in their completion of flight orders and other mission forms.

3.2.4. The Senior Ranking Officer will act as the Alert Facility/Area Manager during non-duty hours, weekends, holidays, or in the absence of the Chief, Alert Management Division. The general conduct and appearance of the alert force will be the responsibility of the SRO. Specific duties will include:

3.2.4.1. Present Daily/Assumption of Alert briefing as outlined on weekends and holidays.

3.2.4.2. Ensure all alert crewmembers are able to respond to notifications in an appropriate manner.

3.2.4.3. Coordinate with alert management for all changes in crewmember or aircraft status while on alert.

3.2.4.4. Ensure crewmember compliance with all directives and plans pertaining to alert.

Chapter 4

OPERATIONS

4.1. USSTRATCOM Alert. The USSTRATCOM Alerting System is designed to ensure survival of its forces during periods of imminent attack. Therefore, it is imperative that all crew members are thoroughly familiar with the Command and Control procedures contained in EAP-STRAT Vol. 5, as well as all alert operation procedures outlined in this plan.

4.2. Aircrew Changeover. Alert changeover of 940th ARW crewmembers will occur as directed by the weekly aircrew training schedule. All agencies concerned with alert crew changeover will monitor the published schedule and provide information and assistance as outlined.

4.2.1. 940 OSF/CC will publish an aircrew alert schedule as necessary and confirm the schedule on the day prior to aircrew changeovers. Confirmation will be made to the 314th ARS /DO, the 940 ARW/ XP, and the alert facility/area management. Alert management will be advised of any crew member circumstances that may require unusual billeting arrangements.

4.2.2. The 314ARS/ DO will ensure that all crew members scheduled for alert are qualified, current, SIOP certified, and have a restricted area badge.

4.2.3. 940 ARW/ XPS will identify any crew members that require SIOP Study/CCP at least one day prior to assuming alert duty, and that appropriate study is complete before assumption of alert.

4.2.4. Alert aircrew changeovers are scheduled as required. Individual crew position changes may be scheduled, when required, but not for less than a 24 hour period except in an emergency. Crewmembers unable to arrive at the alert facility/area on time will advise the crewmember to be replaced in advance, and appropriate arrangements will be made.

4.2.4.1. Alert aircraft changeovers will be printed on the monthly maintenance schedule.

4.2.4.2. Prior to assuming alert, all crewmembers will ensure they have signed the most current FCIF, and receipt for all crew publications. They will also ensure positive changeover of LMR/ TAAN radio for their crew position.

4.2.4.3. The on-going Aircraft Commander will:

4.2.4.3.1. Receive a comprehensive status briefing from the off-going Aircraft Commander, and prepare the Assumption of Alert/Daily Alert Briefing, if required.

4.2.4.3.2. Sign the DD Form 365-4, Weight and Balance Clearance Form F - Transport/Tactical, and KC-135 Alert Aircraft Access List.

4.2.4.3.3. Conduct an AOA Briefing for all oncoming, crew members as soon as they arrive at the alert facility/area.

4.2.4.3.4. Ensure that crew members' professional equipment and SIOP gear are aboard the aircraft, that required rations, water, oil, hydraulic fluid and cartridges are inventoried, and that AFTO Form 46, Prepositioned Life Support Equipment, is signed.

4.2.4.3.5. Ensure the aircraft fuel load and the DD Form 365-4 on file with the Alert Facility/ Area Controller agree.

4.2.4.3.6. Ensure both pilot and navigator portions of the items in this section are complete; then report changeover complete to Alert Facility/Area Controller.

4.2.4.4. The on-going navigator will, in the presence of the off-going navigator:

4.2.4.4.1. Inventory and receipt for the classified COMSEC material on the AMC Form 127.

4.2.4.4.2. Inventory and receipt for the CMF on a 940 Form 625.

4.2.4.4.3. Place his/her individual lock on the COMSEC container.

4.2.4.4.4. The navigator on alert on the 1st and 15th day of each month will perform a full alignment of the INS and operate it in the NAV mode for 15 minutes minimum.

4.3. Daily Briefings. The Daily Alert/Assumption of Alert Briefing will be conducted by the Chief Alert Management Division (CAMD) at the alert facility/area at 0800 M- F, and by the Senior Ranking Officer (SRO) at 1000 on weekends and holidays. This briefing will be conducted IAW AMCI 10-450, Vol. 2.

4.3.1. Takeoff data computations will be based on the worst conditions for the day, and KC-135E data will be computed daily by a 940th copilot. Max. tailwind data will be passed to the 940 Command Post NLT 0900L. (Alert Facility/area Controller will pass data.)

4.3.2. Alert crews will receive a weather briefing by the weather representative personally during the scheduled daily briefing. (In addition, two weather flimsies will be prepared and faxed daily, one prior to the daily briefing and the second at approximately 1730L.)

4.3.3. Duress Words and Response Codes are briefed.

4.3.4. All alert crew personnel will attend the daily briefing. Excused absences are approved by respective Aircraft Commanders, who will ensure all pertinent information has been briefed, and acknowledged in advance.

4.3.5. On completion of the daily briefing, the Aircraft Commander will coordinate for completion of daily preflight activities with Maintenance and Alert Management. The Aircraft Commander will ensure that:

4.3.5.1. Crew members professional equipment and SIOP gear are aboard the aircraft.

4.3.5.2. Required rations, water, oil, hydraulic fluid and cartridges are inventoried.

4.3.5.3. AFTO Form 46, Propositioned Life Support Equipment, is signed.

4.3.5.4. The fuel on the aircraft is commensurate with mission requirements, and the fuel load and DD Form 365-4 on file with the Alert Facility/Area Controller agree.

4.3.5.5. All classified material has been inventoried and 940 Form 625 has been signed acknowledging receipt.

4.3.5.6. Complete tire rotation as required; normally Mon., Wed and Fri.

4.3.5.7. At completion of preflight, report changeover and preflight complete to the Alert Facility/Area Controller.

4.3.6. If circumstances require aircrew changeover at times other than the normal changeover time, 940th Aircraft Commanders will ensure that all required information and actions have been briefed

and completed at the time of changeover, and that the Alert Facility/Area Controller is informed of appropriate crew changes.

4.4. Aircraft Changeover. Aircraft will be rotated on alert in conjunction with tactical support flying commitments. Aircraft replacement on alert, of necessity, will be a recurring activity. Whenever possible, aircraft will be brought to “Ready for Cocking” status during regular duty hours and at a time that will cause minimum impact on daily training, activity. 940th aircraft will be changed at the direction of the 940th LG/CC, and will be printed on the monthly maintenance schedule. Emergency aircraft changeovers will be directed by the 940 LG/CC, and will be coordinated with the 940 ARW/CC, CP, Alert Facility/Area Controller and SPCC. (Any following references to the TAA will take effect only if the TAA is in use.)

4.4.1. 940th Maintenance Plans and Scheduling will coordinate with the Aircrew Scheduling branch during the weekly scheduling meeting for aircraft replacement for the following week.

4.4.2. 940th Maintenance Operations Center (MOC) will notify the CP when the on-coming aircraft is ready for aircrew preflight. The CP will then:

4.4.2.1. Contact SPCC and advise that the aircraft is ready for security inspection. Include tail number and parking spot, and a point of contact for required maintenance actions.

4.4.2.2. Advise the Alert Facility/Area Controller, SPCC, and the alert crew that the aircraft is ready for preflight.

4.4.3. The aircraft preflight will be accomplished by the 940th alert crews.

4.4.4. When notified by the CP that the aircraft is ready for preflight the alert crew will proceed to the aircraft with an operable LMR/TAAN radio. On arriving at the aircraft, advise the CP that the preflight has begun, and retain communications throughout the preflight.

4.4.5. A thorough preflight of all aircraft systems and configuration will be completed before accepting the aircraft for alert. The Aircraft Commander will ensure that thermal curtains have been installed, inspected, and signed for, and that the following required items are on board:

4.4.5.1. Live aboard kit 1.

4.4.5.2. Parachutes 7.

4.4.5.3. Survival kits 6.

4.4.5.4. Flash blindness/PLZT's 4.

4.4.5.5. Life Preservers 7.

4.4.5.6. Life raft 1.

4.4.5.7. Starter Cartridges 12.

(4 in engines, 8 spares)

4.4.5.8. Water and Rations.

(4 cases water, 5 cases rations)

4.4.6. The Aircraft Commander will ensure that electrical power and air are plugged into the aircraft until changeover is complete and that positive start capability is available.

4.4.7. On preflight completion, advise the CP that the preflight is complete and the aircraft is ready for purge by Security Police. The CP will coordinate with SPCC for aircraft inspection and sanitizing. The Alert Aircraft Commander will coordinate with the security personnel performing the inspection regarding any personnel that will be required access to the aircraft area from that point on.

4.4.8. At completion of the security inspection, the alert crew will notify the CP that the aircraft is ready for alert, and request permission to proceed to the off-going aircraft to initiate changeover.

4.4.9. When arriving at the off-going aircraft, the alert crew will inform the CP and request permission to start engines and taxi (if necessary to the designated alert parking spot) for changeover. Ensure fire coverage prior to engine start. (Pneumatic start)

4.4.10. Before taxiing the off-going aircraft to the MPA (if required), the aircraft commander will:

4.4.10.1. Ensure a walk-up stand or high-lift truck is available on the MPA for transfer of equipment between aircraft.

4.4.10.2. Coordinate with the MOC to preclude taxi conflicts with the scheduled training sorties, and to ensure that the off-going and oncoming aircraft are parked on the MPA so as to allow unobstructed access to the taxiway.

4.4.10.3. Ensure that electrical power and air are plugged into both aircraft until the changeover is complete.

4.4.10.4. Coordinate all taxi operations with the CP and MOC. Taxi to the MPA (or parking spot as necessary). Ensure air and electrical powers are hooked up prior to engine shutdown. Crew will obtain permission of the 940 ARW/ CC or OG/CC prior to moving the CMF. At completion of the changeover of CMF and equipment, the aircraft commander will report the new aircraft "COCKED ON" to the CP and the effective time. Crew will obtain permission to taxi from the CP and ground control and taxi to the TAA.

4.4.10.5. If an alert is initiated during an aircraft changeover, the aircraft containing the CMF will be used for response. If the high-lift containing the CMF and equipment has left the off-going airplane, proceed to the on-coming aircraft for response.

4.4.10.6. Once recovered in the TAA (or in new spot in MPA), the crew will reconfigure radios for daily alert.

4.4.11. If the alert crew is unable to accomplish the entire changeover, Mission Development will arrange a preflight crew for the day of the changeover. The preflight crew will:

4.4.11.1. Coordinate with the MOC and alert crew on aircraft status, location, and report time at the aircraft.

4.4.11.2. Preflight the changeover aircraft, and ensure it is properly configured for alert. Ensure the "COCKED" sign is on board.

4.4.11.3. Notify the CP when preflight is complete. Any maintenance difficulties discovered during preflight should be reported to the CP.

4.5. Aircraft Status. An alert aircraft can only be recorded as "COCKED", "LAUNCH ABLE", or "UNCOCKED". The status of the alert aircraft can only be changed or determined by the alert aircraft commander. Status will be reported to the CP on UHF radio or as directed during radio silent operations.

4.5.1. If the Aircraft Commander determines that maintenance is required that will alter the status of the alert aircraft, contact the CP by telephone to explain the nature of the maintenance required. The CP will then coordinate with 940th Maintenance Operations Center (MOC) to coordinate the parts necessary, time required, and the time to begin maintenance actions. The CP will then advise the 940 CC and the 940 LG/CC of anticipated times and activities. With Commander concurrence, the crew and maintenance personnel will report to the aircraft, inform the CP when maintenance has begun, and the status of the aircraft.

4.5.2. When "COCKED" the aircraft is configured to meet all SIOP requirements. Cocked aircraft will be clearly identified by displaying a red sign with the word "COCKED" in large white letters in the pilots' number two window.

4.5.3. "LAUNCH ABLE" means the aircraft is having minor maintenance performed, but is capable of meeting launch timing. Declaration of "LAUNCH ABLE" will be coordinated with maintenance and the CP. In the event of a klaxon notification (actual or exercise), the crew will cease maintenance activities and return the aircraft to a "COCKED" condition, and respond to the situation.

4.5.4. "UNCOCKED" means the aircraft requires maintenance that would preclude it from meeting SIOP launch timing, or mission requirements. The decision to uncock an aircraft rests solely with the aircraft commander, but must be coordinated with the 940 ARW/ CC ,OG/CC and LG/CC prior to maintenance activity. 940th MOC will ensure that parts, tools, equipment, and personnel are available and in place prior to requesting an aircraft be uncocked for maintenance.

4.5.5. When all maintenance actions are complete, the aircraft commander will advise the CP that the aircraft is "COCKED", with the effective time.

4.5.6. The Aircraft Commander will ensure that the aircraft windows and hatches are closed and locked when the crew is not present, except during summer months when the crew may leave the crew entry door, and the pilot's windows open. All doors, hatches, and windows must be closed at night.

4.6. Crew Alert Response. Alert crews can be notified of a required response by klaxon; alert (klaxon) advisory light; LMR; TAAN radio; two-way radio; telephone; and written or verbal communication. Crew response will be IAW EAP-STRAT, Vol. V. Authorized alert routing will be briefed in AOA briefing.

4.6.1. For responses not requiring crew fast reaction procedures: crews will advise the Alert Facility/ Area Controller that the notification has been received. They will then respond without using the fast ride road or vehicle flasher/lights. Respond in a timely manner using the Alert Routes observing posted speed limits.

4.6.2. For responses requiring crew fast reaction procedures: proceed using vehicle flashing beacons, sirens and flashers as rapidly as safety will permit. Use caution for possible uncontrolled vehicles or pedestrians. Crews responding to the TAA will proceed by the most expeditious route to the main vehicle entrance.

4.6.3. If the crew's fastride vehicle becomes inoperative during an alert response, the crew will return to the alert area by any means possible, e.g. commandeer a military vehicle or request a civilian vehicle take you as far as the TAA entrance. As a last resort, the crew will call the CP and request they relay to SPCC the requirement to dispatch a SP vehicle for crew pickup.

4.6.4. Fast ride vehicles responding to an alert aircraft will be parked aft of the left wing tip, and clear of other responding vehicles or aircraft movement. Vehicle engines will be shut off; transmissions placed in park; the emergency brake applied; and keys in the ignition.

4.7. Taxi Procedures/Shutdown Procedures. NOTE: In the event of an actual event requiring taxiing, aircraft commanders will use the following procedures. Common sense and instructions from CP and the Crew Chiefs will be observed. The pilot will turn the taxi/landing lights on steady to indicate to other aircraft and maintenance personnel that the aircraft is ready to taxi. Ensure all obstacles and ground equipment are clear prior to taxiing. Taxi following, Dash One procedures and sound judgment. Adjust speeds to allow for adverse conditions such as bad weather, poor visibility, down slope in the high speed taxiway, or minimum ground clearances.

4.7.1. For all alert taxi responses, the close proximity of alert aircraft combined with the aircrews' eagerness to execute the directive, demand procedural accuracy as well as visual and radio vigilance to maintain the safest environment for aircraft movement.

4.7.2. When ready to taxi, the rotating beacon will be turned on. Just prior to movement, the taxi lights will be turned on steady and announce intent to taxi by reporting on UHF your parking spot and intentions, e.g., "Mat Uniform Spot XX TAXIING."

4.7.3. If unable to taxi after receiving a valid launch message, taxi/landing lights will be flashed on and off several times to summon maintenance assistance and report on UHF the parking spot and holding, e.g. "MAT UNIFORM SPOT XX HOLDING".

4.7.4. If aircraft has suspected hot brakes, taxi only as necessary to clear the active runway/launch stream, and notify tower and the CP. After stopping the aircraft, take direction from the Fire Chief until the emergency is terminated.

4.7.5. Shutdown Procedures.

4.7.5.1. These procedures will be used when generated aircraft are taxied as a result of AARP implementation.

4.7.5.2. When clear of the runway, advise the tower and switch to McClellan Ground for clearance to taxi to TAA.

4.7.5.3. Keep all engines running for positive response capability during the taxi.

4.7.5.4. Recovery will be in the prescribed order, regardless of exercise taxi sequence. The first tanker will continue taxi back to TAA with 940 OG/CC and Tower clearance. (OG/CC will ensure recovery team is ready). All tankers will continue to taxi so that the first 2 tankers stop in TAA (ensure sufficient room for large aircraft to get by on your right), and the following sorties will stop abeam Base Ops or as directed, clearing the taxiway to the east side. When the airplanes are stopped at these positions, the crew chiefs and boom operators will complete a hot brake check for their own airplanes and immediately reenter their aircraft. Pilots will notify Tower before any crewmembers exit the aircraft.

4.7.5.5. When ready, request clearance from the 940th OG/CC to enter the TAA. (If there will be a delay in returning to parking continue to hold your position and do not block the normal taxiway. If the taxiing has occurred at a time that will create an extended waiting period for maintenance support to return to the TAA, crews will request permission from the 940th OG/CC to shut down engines and reconfigure the aircraft for AARP alert on the hammerhead until maintenance support

is available. 940CP will coordinate with CSC and the Alert Facility management. Crews will reconfigure the aircraft for quick start and assume power-on cockpit alert until advised by the 940th OG/CC.)

4.7.5.6. Once cleared by 940th OG/CC into the TAA, contact Ground for clearance into the TAA. Taxi at safe speeds, and avoid exceeding 85% power settings if possible to allow for engine shutdown without 5 minute cooling period.

4.7.5.7. Follow ground crew directions into the parking spot. Once stopped, follow the Dash One for shutting down engines and reconfigure for alert, (a cartridge will be installed in #3 engine here).

4.7.5.8. Once parked, the aircraft commander will ensure that all starter and ignition circuit breakers are pulled prior to installing cartridges. Install cartridges ASAP, and advise 940 CP that the aircraft is "COCKED".

4.7.5.9. Should an alert response be required the crew will advise the ground crew personnel to discontinue parking operations and provide an air cart for engine start ASAP. (Aircraft commander may start #3 engine first with the installed cartridge, then start the remaining engines with the air). If the aircraft fails to start, install remaining cartridges and start ASAP. An aircart will be located in the TAA at all times, started and connected to the aircraft during shutdown and reconfiguration.

4.7.5.10. Prior to crew departing the aircraft, the Aircraft Commander will ensure the aircraft is properly configured, all circuit breakers are reset, hydraulic switches are on, and the fuel requirements have been determined.

4.8. Launch Interval. The Launch Interval will be in accordance with MCR 55-135, Chap. 23, procedures.

4.9. Downwind Takeoff. Downwind takeoff capability for alert aircraft will be computed daily from worst case factors presented on the weather flimsy. KC-135E data will be computed by a 940 ARW copilot on alert. This information will be called into the CP by the Alert Facility/Area Controller upon completion. If conditions warrant, crews may be restricted to the alert facility/area or to the aircraft for timing. For multiple tanker operations, crews will taxi on the parallel, and launch when advised by tower the runway is clear.

4.10. Marginal Weather. If reinstituted, alert force moving exercises will be downgraded when prevailing visibility is 1/2 mile/RVR 2400' or less. All exercises will be downgraded when visibility reaches 1/4 mile/RVR 1600 or less. At least 1/16 of a mile (100 yards) visibility is required prior to ground towing of aircraft. A minimum of 1/4 mile/RVR 1600 will prevail prior to taxiing any aircraft to or from the alert area. Aircrews will normally be restricted when visibility is 1/2 mile or less.

4.11. Emergency Evacuation. Emergency evacuation of alert aircraft for weather, or physical threat, will be directed by the 940th ARW/CC using appropriate Command and Control procedures through the CP. Crews will follow directions contained in mission folders. Clear text instructions may be received and followed.

4.12. Emergency Air Refueling. In cases of extreme emergency, and no other air refueling support available, USSTRATCOM may direct the launch of a SIOP generated alert sortie for emergency air refueling support. Should the alert sortie be directed to launch, the alert aircraft commander will coordinate all mission information with the CP, and confirm the most appropriate takeoff procedures. If directed to utilize peacetime takeoff criteria, the aircraft commander will calculate actual maximum takeoff gross weight, and if necessary, utilize emergency fuel dump procedures to comply with this gross weight. The 940 ARW/SOF will coordinate and file a flight plan, flight orders, and Form F. Upon recovery, the alert crew will regenerate and assume alert ASAP. Follow procedures as outlined in SD 512-2.

4.13. Emergency Fuel Dump. If it becomes necessary to launch an alert aircraft immediately using peacetime takeoff procedures, it may be necessary to jettison some fuel prior to takeoff. Crews will jettison fuel as required at the fuel jettison area located on either hammerhead. Turn the aircraft to align the tail and boom over the jettison area and note fuel offloaded, time and location for environmental reports.

4.14. Fire/Disaster Response. Anyone discovering a fire in the alert area will notify the Base Fire Department (Ext. 117) and the Alert Facility/Area Controller. Flight crews at the aircraft will notify the Control Tower and the CP. When the Alert Facility/Area Controller verbally notifies aircraft crew of a fire or disaster, engine start instructions will be included with the notification, if required.

4.14.1. Klaxon notification will not be used in the event of a known fuel spill in the vicinity of alert aircraft. The Fire Department, CP, or SPCC will be notified when a fuel spill is detected. Flight crews will report to their aircraft immediately, but will not start engines nor move their aircraft until cleared by the Fire Chief. Upon notification, the Fire Department will dispatch necessary equipment to the scene.

4.14.2. When crews are reacting to a disaster alert, they will copy the disaster message as transmitted by the CP, and stand by for instructions from the controlling agency.

4.14.3. The Aircraft Commander will take prudent action to prevent exposing the aircraft to danger.

4.14.4. Crew members will assist fire fighting or disaster control personnel only if assistance is requested. Once they have evacuated a disaster area, flight/launch crews will not return to that area until cleared by the Fire Chief or On-Scene Commander.

4.14.5. In all cases, flight/launch crews will follow instructions of the controlling agency/personnel until the situation is cleared up.

4.15. Alert Exercises. USSTRATCOM reserves the option to exercise the alert force to demonstrate crew reaction and unit response capability. Crew reaction to exercise inputs will be IAW EAP-STRAT, VOL. V. Alert exercise schedules will be developed, controlled, and coordinated IAW EAP-STRAT, Vol. V.

4.15.1. The 940th ARW/CC will ensure strict compliance with exercise scheduling practices, and safeguarding of exercise information.

4.15.2. The CP will be the central controlling agency for actions involving alert aircraft and crews.

4.15.3. The 940 ARW/CC is the operational supervisor of Alert Force exercise. The OG will normally relay command decisions initiated by the Alert Force Commander (940 ARW/CC) until the Commander arrives to assume operational command of the Alert Force. The following 940th personnel or their designated representative will physically supervise all Alert Force exercises:

4.15.3.1. 940 ARW/CC

4.15.3.2. 940 OG/CC

4.15.3.3. 940 LG/CC

4.15.4. Exercise Downgrades

4.15.4.1. Alert force exercises will be downgraded whenever conditions exist that do not permit the safe conduct of alert response actions.

4.15.4.2. Downgrading of any alert force exercise for safety and/or emergency procedures must be IAW EAP-STRAT, Vol. V.

4.15.5. Base Control Tower is the specific control agency for any action requiring the movement of alert aircraft and vehicles on the taxiways or runways. During operations resulting from quick reaction messages aircrews will comply with tower directions.

4.15.5.1. In the event of a SIOP launch, no landings or takeoffs will be permitted under any circumstances until all non-delayed SIOP aircraft have been launched.

4.15.6. Crew Actions

4.15.6.1. Crew response to all alert notifications will be IAW EAP-STRAT, Vol. V. Utilize published response routines, and demonstrate a sense of urgency at all times, WITHOUT COMPROMISING SAFETY CONSIDERATIONS. The alert Aircraft Commander is responsible for the SAFE and timely completion of all crew actions during alert responses. The Aircraft Commander will also ensure all maintenance actions and exercise reporting are completed following exercises. The crew will assist maintenance as necessary to return the aircraft to normal alert status.

4.15.6.2. While responding to an alert notification if it is determined that a situation exists that creates a safety hazard to the alert force, crews or supervisory personnel will implement "Terminate" procedures outlined in EAP-STRAT, Vol. V. Crews will take appropriate action to continue response, and be ready to respond to further instructions as directed.

4.15.6.3. If an engine fails to start during an alert response due to cartridge malfunction or from other causes, DO NOT TAXI.

4.15.6.3.1. If a cartridge malfunction occurs in response to an actual SIOP launch, start the engine(s) using alternate means as required. No attempt should be made to remove the malfunctioning cartridge unless another cartridge start will be required.

4.15.6.3.2. Cartridge and engine start malfunctions in response to an alert exercise will be handled IAW AMCI 10-450 Vol. 4. Report exercise times as directed in paragraph 4-16. Do not include the 5 minute safety delay required for removal of a malfunctioning cartridge. Continue to improve the aircraft for engine start while observing the 5 minute safety delay. Actions taken to repair an engine for engine start other than removal of the cartridge will be included in response timing.

4.15.6.3.3. Aircraft experiencing engine start problems will use applicable technical data to determine difficulty in the starter system prior to demonstrating start capability. Determine the actual cause of the start problem before attempting another start. **SAFETY MUST NOT BE COMPROMISED WHEN DEMONSTRATING AN ENGINE START CAPABILITY.**

4.15.7. MOVING EXERCISES. There are no present plans calling for Moving Exercises. Should Higher Headquarters determine the need for such exercises, procedures will be designed IAW their directives.

4.16. Exercise Reporting. For all alert exercises, after completion of exercise actions, the Command Post will perform a roll call and transmit a time hack followed by the exercise reference time. The Aircraft Commander will determine and report the following times. (Ref. EAP-STRAT, Vol. V, and AMCI 10-450 Vol. 4).

4.16.1. "READY TO START ENGINES": (Actual time all applicable checklist items are complete with the aircrew to the point of starting engines.)

4.16.2. "ENGINES STARTED": (For use if aircraft is not "SIOP Taxi Capable", and safety delays have been observed during the response)

4.16.3. "READY TO TAXI": (Time the aircraft is ready to taxi and "SIOP Taxi Capable", minus the safety delays observed)

4.16.4. "IN POSITION": (At hold line ready for take-off.)

4.16.5. "CROSSING HOLD LINE": (Time the aircraft takes the active runway with engines brought up.)

4.16.5.1. All sortie timing sheets will be turned into the Alert Facility/Area Controller, who will arrange for delivery to the CP. Timing sheets will be delivered NLT 3 hours after exercise termination.

4.16.5.2. The Command Post will maintain established taxi times from alert parking, locations, and will add this time to the reported "Ready to Taxi" time to determine appropriate "Crossing Hold Line" times for non-moving exercises.

4.17. Flag Operations. Forward Located Alert Generation (FLAG) operations will be in accordance with AMCI 10-450 Vol. 1 and the unit's current SIOP tasking and associated plan(s). Aircraft takeoff and landing weights will be adjusted to comply with peacetime criteria. The concept of FLAG is unclassified; it becomes classified when the location is combined with the concept.

4.17.1. The deployed forces will be under the control of the Deployed Forces Commander (DFC). The DFC will be an extra pilot or navigator appointed prior to deployment by the 940 ARW/CC. All actions affecting the host base will be coordinated with the host commander through the DFC. All needed support from the host will be precoordinated prior to the annual SIOP implementation by 940 ARW.

4.17.2. Support plans as well as the FLAG location are classified SECRET. Support Plans will be placed in the CMF and available to the crew(s) when FLAG is implemented.

4.17.3. Planned deployment fuel load will allow a landing gross weight IAW peacetime performance data.

4.17.4. Aircraft takeoff and landing weights will be adjusted to comply with peacetime criteria.

4.17.5. Crew(s) that experience inflight aircraft malfunctions that preclude aircraft generation will contact their parent CP prior to landing for guidance.

Chapter 5

TRANSPORTATION

5.1. Vehicle Assignment/Control. The 314th ARS Vehicle Control Monitor will assign vehicles for use by the alert force. One alert vehicle will be permanently assigned to each alert sortie. The Aircraft Commander will coordinate daily use of vehicles to ensure operational needs of all crewmembers are met. Personnel on alert will utilize only assigned alert vehicles for transportation. Personnel other than assigned alert crewmembers will not use the assigned alert vehicles.

5.2. Routes. Alert crews will utilize designated alert routes when proceeding to and from locations on base. When responding to an alert notification, use designated alert routes and exercise extreme caution for uncontrolled vehicles not giving way.

5.3. Maintenance and Care. The Aircraft Commander will have the primary responsibility for the daily care and cleaning of assigned alert vehicles. Any vehicle problems will be immediately brought to the attention of the Vehicle Control Monitor who will take appropriate action to remedy the problem. In addition the Monitor will ensure vehicles have proper forms and the AF Form 1800, Operator's Inspection Guide and Trouble Report. The monitor will arrange for periodic waxing and complete detailing of all assigned alert vehicles. The Aircraft Commander will:

- 5.3.1. Ensure the accurate completion of all tasks described on the AF Form 1800 and that the form is properly annotated daily.
- 5.3.2. Ensure the interior of the vehicle is clean and all loose articles are picked up.
- 5.3.3. Ensure proper fluid levels in alert vehicles at all times. Vehicles will not be allowed to go below 1/2 tank of fuel at any time.
- 5.3.4. Ensure the vehicle is properly secured when parked on base, and that all windows are closed and tarps if necessary, are in place in the evening.

5.4. Parking. When at locations other than the alert facility, crews will park in a manner that will allow immediate departure in response to alert notifications.

5.5. 940 ARW Alert Vehicles. 940 ARW will have one aircrew truck available per crew. The Alert Facility Manager will serve as the VCO.

Chapter 6

MEDICAL SERVICES

6.1. Medical. Medical treatment required by alert crews will be coordinated through the Alert Facility Controller. If the nature of the medical treatment will affect the ability of the alert crew to respond to notifications properly, the CP will be advised and measures will be taken to ensure proper alert force integrity. Alert crewmembers requiring medical treatment while on alert will:

6.1.1. Contact the Flight Surgeons office (Bldg. 98) during duty hours and arrange for an immediate in-office visit. During non- duty hours, contact the Emergency Room.

6.1.2. Ensure a crew vehicle is available and arrange for another crewmember to accompany the individual to the Flight Surgeon's office. Ensure that the Aircraft Commander and Alert Management are aware of the nature of the problem and arrangements that are made. Each individual going to the Flight Surgeon's office/Emergency Room will carry an operable TAAN radio and two-way radio. The accompanying individual will monitor the alert notification light at the Flight Surgeon's office (if applicable) and will monitor the location of the individual receiving treatment at all times. If the Emergency Room is utilized, the Alert Facility Controller will notify the CP.

6.1.3. No other clinic areas other than the Flight Surgeon's office or the Emergency Room (as appropriate) will be visited by alert force personnel.

6.1.4. If treatment will hamper the individual's ability to respond to alert notifications, immediately notify the Aircraft Commander, Alert Management and the CP.

6.1.5. DNIA following administration of routine immunizations or immunotherapy is not required unless, in the opinion of the attending flight surgeon, the physical effects might be expected to present a hazard to flying safety.

6.2. Dental:

6.2.1. Emergency dental treatment required by alert crews will be coordinated through the Alert Facility Controller. If the nature of the dental treatment will affect the ability of the alert crew to respond to notifications properly, the CP will be advised and measures will be taken to ensure proper alert force integrity. All emergency dental services between 0730-1630 M-F will be accomplished at the Dental Clinic (Bldg. 88). After hours care will be at the Emergency Room. The accompanying individual will monitor an open phone line in the Dental Clinic and will monitor the location of the individual receiving treatment at all times.

6.2.2. Routine dental care requiring local anesthetic will not be provided to alert personnel. Routine dental care (such as examination, cleaning, polish) may be provided to alert personnel. (NOTE: Procedures that cannot be interrupted without jeopardizing the individual's ability to perform his/her mission-essential duties will not be initiated).

Chapter 7

PLANS

7.1. Issue of Combat Mission Folders (CMF). All contents of the CMF will be listed in detail on the 940 Form 625. The form will be kept in the CMF on board the aircraft. At changeover, the oncoming crew will verify seal integrity, inventory the CMF, and sign the 940 Form 625.

Chapter 8

SECURITY

8.1. Tanker Alert area (TAA) and Billets. The TAA and alert facility/area buildings are located in a priority “B” restricted area qualifying for aerospace security protection as outlined in applicable security directives. The MPA is the primary alert area. (See OPLAN 31-101, App. 17.)

8.2. Entry Control Procedures for TAA. Personnel requesting entry into the TAA/MPA will possess an AF Form 1199, Restricted Area Badge. If they are assigned to McClellan AFB, the appropriate area must be open on their line badge. Personnel without a line badge requiring entry into the alert area must be escorted by an individual authorized in the alert area who has escort authority.

8.3. Entry Control Procedures for Alert Billets. The alert billets will be off limits to all personnel except alert crewmembers, and Alert Facility staff. All other personnel requiring access will check in with the Alert Facility/Area Controller.

8.4. Quick Access Numbers. Quick reaction code numbers to expedite crew access are provided by the 77 SPS/SPO to be used during alert responses. They will be briefed during the Daily and Assumption of Alert briefings.

8.5. Duress Code Words. Code words are provided by 77SPS/SPO to prevent unauthorized personnel from gaining forced entry into the alert area. The words are briefed during the Daily and Assumption of Alert Briefings.

8.6. Aircraft Access Lists. The Alert Management staff/314 ARS Admin will provide Tanker Access Lists, Flight Authorization, to the Security Police. They will be typed or computer prepared. Minor typographical errors may be corrected by erasure or by use of white-out and then retyped. The Tanker Access List is authenticated by XPS/CAMD and signed by the applicable aircraft commander. Processing procedures must allow no opportunity for introduction of bogus forms into the security system. The Tanker Access List will be delivered to the MSCF by the Security Force Area Supervisor or aircraft commander (if necessary).

8.7. Security Changes. All changes to security procedures for the alert area affecting alert crew members will be coordinated with the Chief, Alert Management Division.

Chapter 9

COMMUNICATIONS

9.1. Klaxon System and Testing. The Klaxon is one of several alerting devices. When an operational commitment requires hard alert, a klaxon system will be installed and the following procedures observed:

9.1.1. For aircrew notification the Klaxon will sound three times for 30 seconds, separated by 15 second pauses.

9.1.2. Klaxons (when installed and operational) will be tested daily at 1400L for a base wide check of the system. The klaxon test will consist of one five second blast, preceded by the broadcast "This is DARR Control with the daily check of the UHF, LMR/TAAN radios." This broadcast will be made over the LMR/TAAN radio network. In conjunction with the test, the Klaxon/Alert route lighting (if installed and operational) will remain illuminated for five minutes and will periodically be checked by the Alert Management Division. Each base facility on a daily basis will report Klaxon/alert lighting status to the Alert Facility Controller who will notify the CP of Klaxon status at each location. The Command Post duty controller will contact Civil Engineers and the host unit Communication Squadron to report inoperative Klaxons. The alert facility controller will post Klaxon status and will not sign crews out to locations with known inoperative Klaxons.

9.1.3. When the Klaxon network is known to be out, the CP will direct crew actions as described in EAP-STRAT, Vol. V.

9.2. Aircraft Radio Communications. The CP will be the primary source of EAM communications to alert crews. Alert crews will utilize aircraft radios to monitor frequencies as follows:

	#1 UHF	#2 UHF	HF	VHF
DAILY ALERT	321.0	311.0	6761	120.65
TAXI	321.0	348.4	6761	120.65
*TAKEOFF	348.4	348.4	6761	120.65
**AIRBORNE	285.6	311.0	6761	127.40
GROUND	321.0	275.8	6761	120.65
(EXERCISE)				
ENROUTE	311.0	(A/R)	6761	(A/R)
INTERPLANE				

NOTES:

* All aircraft must have clearance from tower prior to crossing the runway hold line.

Contact Departure on 285.6 or 127.40 to report airborne. Change to enroute radio plan when Departure is no longer required.

9.3. Communications Responsibilities. The Aircraft Commander will be primarily responsible for aircrew communications and will ensure proper communications concerning:

- 9.3.1. All Command and Control Communications and operational reports with Command Post.
- 9.3.2. All communications with other alert aircraft or non-committed aircraft attempting to launch.
- 9.3.3. Any "Terminate" or "Abort" calls as needed.

9.4. Communication Failure. Aircrews will refer to EAP-STRAT, Vol. V and SD 512-2 for procedures regarding failure of aircraft communications during SIOP operations. If experiencing radio failure during taxi, crews will monitor the TAAN radio network for exercise launch messages and crew instructions.

9.5. Crew Hand-Held Radio Receivers (LMR/TAAN). The primary purpose of the hand-held radio is to eliminate the requirement for continuous external power during periods of extended cockpit alert. Handheld radios will also serve as a back-up means of communications with crews when away from the alert facility.

9.5.1. Crews will be issued a LMR and TAAN radio during periods of Klaxon outage, cockpit alert, advanced Postures, or any time they are away from the alert facility. When in possession of a LMR and TAAN, crews will monitor LMR/TAAN communications continuously. If unable to understand or copy LMR/TAAN communications, crews will contact the alert facility controller immediately and make arrangements for receiving another LMR/TAAN radio.

9.5.2. Alert crews must have a radio receiver in their possession according to EAP-STRAT, Vol. V.

9.5.3. Crew reaction to a message received over the LMR/TAAN radio will be the same as if received over the aircraft radio.

9.5.4. Crews may copy the command and control message while responding to an alert but are not required to do so.

9.5.5. LMR/TAAN radios are checked each day at 1355L, five minutes prior to the daily klaxon checks. No further LMR/TAAN checks are required unless it is felt that a radio is defective. Inoperative LMR/TAAN's or any radio the aircraft commander feels is unsatisfactory or weak will be returned to the alert facility controller for replacement.

9.6. Command Post Radio Procedures. Command Post controllers will announce simultaneously on UHF Command Post frequencies and LMR/TAAN radio frequency advisories for the alert force. They will notify crews via LMR/TAAN radios for messages which do not require Klaxon activation.

9.7. Loss of Telephone Communications. If telephone communications with the facility are lost, the crews will be directed to follow communications out procedures as outlined in EAP-STRAT, Vol. V.

Chapter 10

MAINTENANCE

10.1. Organization. 940th OG/CC will be directly responsible for all practices and schedules that affect the state of readiness for all alert aircraft. The assigned 940th Alert Crew Chief will be in charge of daily maintenance of his/her alert aircraft. Crew Chiefs will coordinate all maintenance requirements through their respective Alert Maintenance Branch Chief, who will contact the 940th Maintenance Operations Center (MOC). The 940th MOC will monitor all alert actions, and ensure prompt response to all alert maintenance requests to ensure a constant state of readiness. During non-duty hours the Crew Chief will contact the Aircraft Commander and the Command Post, who will contact the 940th LG, or his designated representative.

10.2. Major Maintenance. All maintenance requiring “launch able” or “uncocked” status will be coordinated with the 940ARW/CC, OG/CC, LG/CC, CP and Aircraft Commander. The Aircraft Commander is the only one who can declare a change in status, and it must be approved by the 940ARW/CC.

10.3. Minor Maintenance. All maintenance actions that can be accomplished without affecting the status of the alert aircraft will be accomplished as promptly as possible. The Crew Chief will coordinate required maintenance with the Aircraft Commander and the 940th MOC to schedule maintenance actions. If an engine run on any alert aircraft is required, the Aircraft Commander will request fire protection through the CP and receive 940th Commander approval prior to engine start.

10.4. Fuel Configurations. All fuel loads will be determined by 940 OG/CC and will maximize the operational capability of alert aircraft.

10.4.1. When generating an aircraft to assume alert, a standard fuel load #32 (185.0) will be loaded. On completion of initial preflight when “COCKING” a new aircraft on alert, and after all engine runs, the Aircraft Commander will then adjust the fuel load (have the mains topped off) to ensure the aircraft static gross weight is #1000 below the maximum allowable ramp weight. This will be accomplished by pumping the wing tanks to hi-level shutoff, and then adding fuel to the forward body tank as needed to reach a ramp gross weight of 1000# below max. weight. + 1000# from this target weight is the day-to-day acceptable range for all alert aircraft at McClellan. The fuel load will be monitored daily to ensure proper fuel loading and configuration.

10.4.2. At temperatures exceeding 100 degrees fahrenheit (F), downloading of alert aircraft may be required. The Aircraft Commander will coordinate with the Crew Chief and 940th MOC when downloading becomes necessary. As a guide, download 2500 lbs for every 5 degree increase in temperature. This assumes 200 PA as per AMCI 10-450 Vol. 3, Aircraft Performance Factors (SIOP).

10.5. Aircraft Configurations. The alert aircraft will be configured IAW current SIOP and unit tasking plans.

10.6. Quickstart Procedures. All KC-135E alert aircraft will be configured with 4 engine Quick Start and rollover chocks. 940th LG/CC will ensure cartridges are available to maintain the alert force in proper Quick Start configurations. Caution will be used by all personnel during engine start, and fume protective devices will be available and used by ground support personnel where required. Aircrews will

provide assistance to ground crews as needed to ensure expeditious recovery and reconfiguration to Quick Start/alert status.

10.7. Ground Power Equipment. Ground power requirements for alert aircraft will be determined by the 940th LG/CC, in coordination with 940 OG/CC.

10.7.1. As a minimum the following equipment will be available at the TAA/MPA for daily alert use (Single Tanker Operation):

10.7.1.1. -86 Generator (Horbart)(1)

10.7.1.2. MB-2 (Tow Tractor)(1)

10.7.1.3. Tow Bar(1)

10.7.1.4. -95 Lass Unit (Air Cart)(1)

10.7.1.5. MC-1A Hi Air Pack(1)

10.7.1.6. Hydraulic Servicing Cart(1)

10.7.1.7. NF-2 Lite-all(1)

10.7.1.8. Gaseous Oxygen Cart(1)

10.7.2. For FLAG operations, the 940th LG/CC will provide equipment tasked in UTC (HFNT1) LOGFOR.

10.8. Tire Rotation. Should it become necessary to have aircraft on alert, tire rotation will be accomplished to completely change the area of tire contacting the ramp at intervals not to exceed 72 hours. This requirement may be accomplished on Monday, Wednesday and Friday as coordinated by the Aircraft Commander, Crew Chief, and 940th MOC.

10.9. Emergency Procedures in the Alert Area:

10.9.1. For cocked aircraft:

10.9.1.1. Anyone who discovers a fire in the alert area will notify the base Fire Department (Ext. 117). Flight crews at the aircraft will notify the control tower and CP.

10.9.1.2. Flight crews and crew chiefs on alert will react to Klaxon notification in a normal manner.

10.9.1.3. Klaxon notification will not be used in the event of a known fuel spill in the vicinity of an alert aircraft. The Fire Department, CP, and 940th MOC will be notified when a fuel spill is detected. Crew Chiefs and flight crews will report to their aircraft immediately upon direction, but will not start engines or move their aircraft until cleared by the fire chief. The Alert expediter will assure tow vehicle is ready to respond and drive the tow vehicle if towing is required. The flight crew will assist in towing operations.

10.9.1.4. Crew chiefs will assist fire fighting or disaster control personnel.

10.9.2. Pre-generated and uncocked aircraft:

10.9.2.1. Upon notification of an actual or potential disaster, the alert branch chief, or expediter will notify 940th MOC. The 940th MOC will contact the CP, 940th LG/CC, and 940 OG/CC.

10.9.2.2. If the decision is made to evacuate, the alert aircraft will taxi unless starting engines would increase the hazard. As their aircraft taxis, the crew chief will move to the uncocked aircraft and prepare them for towing or taxiing. Taxiing aircraft have priority over towed aircraft.

Chapter 11

LOSS OF COMMERCIAL POWER

11.1. Loss of Power to Alert Facility/Area. In the event of a total power loss to the alert facility, Base Civil Engineering will attempt repairs in accordance with the Base Recovery Plan (702 Plan).

11.1.1. Alert crews will be restricted to the alert facility/area (with Command Post concurrence) during all power outages.

11.1.2. Controllers will accomplish all items in the appropriate checklists.

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